

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

June 02, 2011

JAPC UNION REPRESENTATIVES

Rudy Albas	ILWU Local 94
Kenny Ursich	ILWU Local 63
Gary Kelley	ILWU Local 13
Dave Beeman	ILWU Local 13

EMPLOYER REPRESENTATIVES

Jeff Brown	Eagle Marine Services
Dave Turner	APM Terminals
Rob Wolters	California United Terminals
Claudia Thomas	CCMW&D
Mark Blackman	International Transportation Srvc. Cooper/T. Smith
Steve Nott	Long Beach Container Terminal
Greg Barker	Ports America
Sharifa Batts	Ports America
K Royse (Chairwoman)	Ports America
Erin Pierson	Ports America
Ken Keane	Metro Ports
Mike Outland	PCMC
Carlos Gonzalez	PCMC
Jeff Mineghino	SSA Marine
	SSA Terminals
Rich Molony	NLB
Steve Foster	Pasha S&T
Chris Cheshire	Yusen Terminals
Jason Musgrave	CCMW&D
Mafu Kobus	Ports America
Ryan Daguro	Ports America
Jerry Jimenez	Ports America
Peter Vaezer	Ports America
Max Noval	Ports America
Roberto LoGrande	Ports America

SECRETARY

Michael Hall	Pacific Maritime Association
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REVIEW OF MAY 05, 2011 JAPC NOTES

No corrections noted.

DISCUSSION TOPICS

ACCIDENT ANALYSIS

No accident analysis report for June.

SERIOUS ACCIDENTS

1. A terminal safety manager described a serious incident. A marine clerk exited her pick-up truck while running to remove a magnet. The vehicle reversed in motion and the employee tried to jump into the vehicle to stop it. The vehicle ran over the leg of the marine clerk in addition to a broken tailbone and internal injuries.

The committee discussed this injury in detail. Committee members were reminded of a past fatality of a longshore worker in POLA that was killed following injuries sustained from attempting to stop a moving vehicle.

Several employers stated that it is irrelevant if the vehicle fell in/out of park as drivers' are required to turn off the vehicle when leaving.

The committee reviewed PCMSC Rule 907:

Shall set brakes and shut off motor when leaving vehicle.

A longshore safety representative stated that employers should demand that their foremen review rule 907 during their gangway safety talk and instruct labor to turn-off vehicles when leaving.

2. A container terminal safety manager provided details on an injury nearly identical to the above. Another marine clerk left a vehicle running unattended. The vehicle went into motion and the driver attempted to stop the vehicle. The driver was struck by the vehicle as it ran over his leg.
3. A terminal safety director described a recent injury in which a pick-up truck driver might have suffered a seizure while driving his vehicle. The employee drove slowly into a parked container with his foot on the accelerator.
4. The marine clerk representative inquired about a recent clerk injury at a container terminal. The employer representative was not present to respond, but the request will be forwarded for action.
5. A terminal safety director provided details in which a container crane operator knocked 3 20ft empty container into the drink due to a combination of twistlock malfunctions and operator error. No injuries were reported.

6. A stevedore safety director informed the committee of 3 drug & alcohol incidents during the month of May involving only his company.

OLD BUSINESS

1. **PICK-UP TRUCK MAINTENANCE & REPAIR**

A marine clerk representative noted an increasing problem of pick-up truck maintenance and safety issues. The representative informed the employers of a labor program in being more proactive in getting vehicles fixed.

The clerk representative stated that clerk pick-up trucks need to be washed more frequently (inside & out) as employees are worried over staph infections and other health problems.

2. **PAG SAFETY WEEK & JAPC INFO TABLE**

The committee discussed the JAPC Table staffed during the Ports America Safety Week. A Longshore representative commented that only 3 Employers showed up to support the JAPC Safety Table despite a full complement of Union safety officials. It was hoped a better turn-out would be achieved in the future.

NEW BUSINESS

1. **GOVERNMENT WORKERS FAILING TO WEAR PPE**

A longshore safety representative reported several recent incidents in which Customs & Border Patrol Agents (CBP) failed to wear proper safety vests and PPE while working around moving vehicle operated by longshore labor.

The representative asked a CBP agent to please wear a safety vest as it is difficult to notice pedestrians working around top & side handlers but the CBP agent informed him that they do not want to wear safety vests.

The marine clerk representative also noted the failure of CBP officers to move their vehicle when parked in hazardous spots blocking traffic and creating obstructions to longshore workers.

Meeting adjourned 3:05 PM.

MLH